

TDC Turbine



An intermittent missive of random rants, reports and reviews

www.tdcireland.com

June 2009



Chairman's Chatterings

Eddie Peterson's fifth Hewison title ended up hidden away towards the end of the last Turbine. In recognition of this fine achievement he has been rewarded with pole position on the cover page of this issue. His is a remarkable achievement, given that he was up against Stephen Ferguson, JJ Farrell, Sam Johnston, Eamonn Byrne and Robin Lyons, amongst other luminaries. Indeed, Stephen led the Championship until February. It is great to see another TDC member heading for Carnegie/Byrne style cult status.

Vying with Eddie for kudos were those involved with the successful running of the James Pringle International Trophy Autotest weekend. Particular mention must be made of the mastermind behind this event, Ronnie Griffin. Jimmy would definitely have been impressed.

Regarding both Autotests and Retros, I am worried about the number of entries these events are attracting. It is soul-destroying for organisers to put in a huge amount of work and have only a relative handful of competitors turn up to take part. This is especially disappointing when I know that there are people out there who are in a position to support these events. If you aren't supporting them, why not? Without a significant improvement in the level of your patronage, events will just die. There are good turnouts in other parts of the country, like Munster. Let's try to get Leinster, and, more particularly, Dublin to follow suit. If the support for rugby in Leinster can approach that for Munster, why can't it be the same for motorsport?

If you would like to contribute your views on this topic, please avail of the website. If you need a username & password, Piers seems to be on duty 24 hours a day to supply same.

Joe

Results

LAOIS RALLYSPORT CLUB
AUTOTEST
19th April

- 1 C Grimes (Mini) 440.2s
2 A Coyle (Mini Special) 453.0s
3 D Doran (Mini) 497.8s
4 G Lawlor (Starlet) 531.4s
5 P Denning (Starlet) 540.6s
6 P MacFheorais (Starlet) 545.2s

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CONNACHT M C LOOSE SURFACE
AUTOCROSS AT HAZELWOOD,
SLIGO
Easter Weekend

- 1 Douglas Richardson (Escort) 2m 46.21s,
2 Stephen Lipsett (Citroen C2) 2m 47.16s,
3 John McGettrick (Escort) 2m 47.24s

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News

I had a text exchange with one of our members recently. I was asking him to write something for the Turbine about his exploits on a prestigious continental event. His first reply was "What ... after the abuse I've had from that rag?" I suggested that maybe, given his reputation for loquaciousness that he may prefer to submit his piece on tape. His final words on the matter were that he would have usually sent it in Braille for someone of my vintage. Very hurtful.

Mention was made of Timmy Faulkner's new nose in the February issue.



This photo confirms how much more handsome he has become after the modification.

Douglas Richardson is reliving past glories in the autocross sphere. He came out on top in the Connacht MC Autocross at Hazelwood, Sligo, at Easter in one of his Escorts. His success was not without some cost I believe as Eric Heming (well known body man) was spotted in the Stepside area the following week.

A crowd of TDC people went over to Lydden Hill for the European Rallycross event taking place there at Easter. Christopher Evans did well to end up 11th overall.



His car is already not quite powerful enough to be 'on the pace', though he was additionally hampered by exhaust manifold issues.

The “Howard Wilde” Trophy has been missing for many years now. If anybody known anything of its

whereabouts please take appropriate action.

Mark Doran spent three years in UCD doing Science before he decided it wasn't for him. He then went to Bolton Street where he studied Mechanical Engineering. Given the situation here, he looked to Canada for a job. He left our shores for Vancouver just after the Retro in April. So Joe is now at the mercy of three feisty women. Mark took his lovely Escort's keys with him as Nicky and Joanna threatened to put it to good use in his absence. He plans to be back in April 2010.

I discovered some interesting titbits as I mooched around during the International Trophy Autotest weekend:

- o Piers MacFheorais smokes
- o Bill White doesn't do weddings anymore
- o Dermot Carnegie is referred to in some circles as "Knickers" because he drives like an "auld one" (I don't quite get the connection)

I was in the company of some Louth residents recently, one or two of whom were able to give me some low-down on Malcolm Clark's Gabriel. Maybe that should be rephrased to read Gabriel König's Malcolm. Whatever, it is of Gabriel that I have news. My informants, who remembered her as Gabriel Waddington, recalled going, with their parents, to tennis parties and suchlike in Beaulieu many moons ago. Gabriel's mum was a Montgomery and it was her family which owned Beaulieu. Her dad, whose first name was memorably Nesbitt, looked after the Aga Khan's Irish interests. Her sister also has an exotic name – Pendril.

TDC Turbine

MEMBERS MOTORS

Long time TDC member, Colin Phillips, has just completed his collection. The final piece in his own personal jig-saw – a Porsche Carrera, Guards red, black leather upholstery, sun-roof and whale tail, fell into his lap recently.



Since Colin moved from Dublin to the sunny South East, he has been able to provide accommodation suitable for his automotive assortment. To celebrate the occasion my wife, Val, and I went down to visit him and were suitably impressed by his latest acquisition which certainly looks terrific.



Because it was such a nice day we felt obliged to go for a spin. Here we are filling up at the local shopping centre prior to our departure. It struck us as fitting that the venerable vehicles were guided by a trio of white-haired veterans.

While his collection may be complete, one of them, an Alfasud, which reminds him of his 00 Car duties in days of yore, still needs some attention. This is about to be put in hand. You may have spotted a ride-on lawnmower in this photo. This is probably the vehicle with the most mileage in his garage, given his grass cutting obligations.





We wish him well as he gets back to normal.

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Irish Classic Retro **Postscripts / Afterthoughts**

To: Mild Mannered Clark Kent type
Ace reporter; Ian Mc Culloch Esq.

Ian, I see you haven't lost your knack for not letting the truth get in the way of a good story! Oh how it brings back memories of the old Hella Newsletter. On a point (several, actually) of fact. Kevin Savage and Steve Griffin didn't do anything to fix (or diagnose) Roberts car. Geoff did give me a socket though!! And I did transgress !!! I sent Robert wrong on the last junction on the last regularity (to the tune of 40 secs). Which, combined with the test penalties that should not have been, dropped us from 2nd 0/A to 5th. You should have asked !!!!!!!!!

Seriously though, the Turbine is reminiscent of your old impressions of a scribe from the 80s. Still very readable (sometimes cutting!) and always enjoyable.

Keep up the good work!
AND STICK TO THE FACTS
Regards
Rory

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Email from Piers MacFheorais to express how much he enjoyed the report also included the following.

One small point that Ronnie might have an issue with is that Joe Doran, Mark Doran and Christopher Evans along with a few others were quicker than him in the red 318i BMW at the Reynolds 2 test. When Joe went 1 second quicker, Ronnie could not believe it and even double-checked the clock around my neck! He looked like a boy who had his toys taken away... After a few friendly jibes by Joe etc. he felt the need to take Joe's MG for another run and with that went quicker than Joe and Mark etc, but only equalled Christopher's time, something he wasn't pleased about... On Monday Ronnie phoned me to explain that the MG was the fastest car out there and the reason he couldn't go quicker was as a result of faulty rear suspension.

One of the reasons the results system didn't function as smoothly as had been hoped was the reseeding on Saturday and again on Sunday. It had great difficulty coping with this. As I am on the subject of results, it should be noted that Felix received a query about them on 29th April: that is 11 days after the event. Guess who was still perusing the gory details at this late stage? I'll give you a hint – his initials are RD.

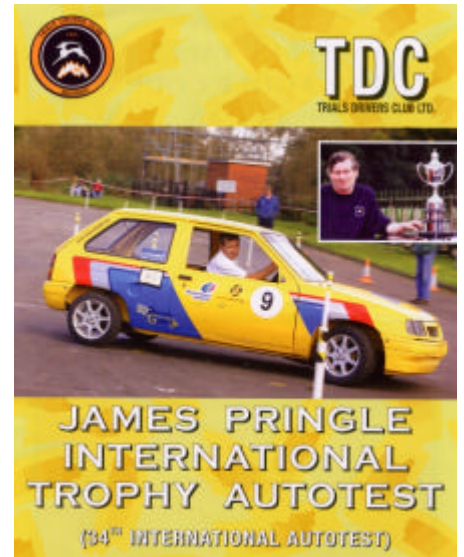
Contrary to what I said about MI steward Michael Daly, he didn't actually marshal. He was merely observing at a couple of STOP sign junctions.

The thorny subject of the eligibility of "Starlets" for inclusion in the overall standings was raised again at the post mortem. The person sitting beside me suggested, sotto voce, that Starlets are disposable so the situation should remain as it is.

Vincent Fagan has good advice for prospective Retro competitors. If you wish to be successful, get a decent navigator. All that is needed then is a plonker to drive the yoke.

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James Pringle **International Trophy Autotest** 9th/10th May



Despite last minute venue issues the James Pringle International Autotest went ahead at Citywest on Saturday 9th May. Clerk-of-the-Course, Ronnie Griffin, was unable to attend over the weekend but such was the thoroughness of his preparatory work that the event was a great success. Frank Lenahan, who was enjoying sunny Portugal until Friday, and Joe Doran took over the reins.



"Help"

There was some concern about Felix's well-being when he was the third man to arrive on Saturday morning at ten to eight. He reassured all present that he was OK (there was relief when he didn't show up until about half past ten on the Sunday with the keys for the event "office").



Eamonn Byrne's acolytes, Frank Le nehan, Joe Doran & Frank Fennell know their place

Two long tests were laid out side by side. They were repeated three times before being rearranged for the afternoon session.

Ashley Lamont wasn't able to make it for the Northern Ireland team so Sam Bowden used Trevor Ferguson's "7" with Stephen Ferguson moving into the Mini Special slot.



Stephen Ferguson pretends to listen to Ken Irwin

Sam was hampered by a recalcitrant gear box which didn't help their cause. On Test 2 Robin Lyons managed to have two lines and two pylons, courtesy of one manoeuvre involving a garage. As a result Rep of Ireland A moved into an early lead which they never relinquished. It was not all plain sailing though as Eddie Peterson had a Fail on Test 7 when his clutch refused to disengage. This occurred because of the primary gear bushing at the end of the crank failing in its duty.



Eddie Peterson before his mechanical malady

It had been replaced only nine events ago. Anyway, thanks to Felix's clever drawing up of the rules Rep of Ireland A got to avail of the services of the only Mini Special reserve, one Robert Dixon who, with Eddie's demise, finished up best in the class and helped the team to maintain its advantage.

Why don't you submit something for the Turbine?

All contributions long/short, literate/illiterate very welcome



Robert Dickson is extra careful when he is press-ganged on to the Rep. of Ireland 'A' team

Eamonn Byrne was best Mini and best overall. He managed only to lose one set of test diagrams but was beaten in this event within an event by Paul Blair who lost two. The Sports Car class was won by Steven Bolton in his Westfield.



Best Sports Car driver, my nephew & godson, Steven Bolton

He was fourth overall at lunch but reckoned the tests mustn't have suited his car quite so well after the break and he fell back slightly to sixth. Liam Cashman's Starlet was best of the Large Saloons and this helped Munster to third place ahead of Rep of Ireland B. Munster's Don Giles didn't appear so Tom Devaney in his Westfield was pressed into service.

Richard Pain broke a half-shaft on Test 3 but this enjoyed one of the

regularly miraculous repairs that are an enduring and endearing feature of autotesting. This car, which was previously Frank Lenehan's, boasts not only electrically powered steering on the steering column, but also hydraulic assistance on the rack. Both were needed to cope with Frank's abused body.

Paddy Power suffered what was potentially the most serious error of the day when he circumnavigated a pylon incorrectly and incurred a fail. You might wonder why this is serious. Well, Sheila, his femme formidable, was with him and she was not impressed. All sorts of punishments were promised (in retrospect, maybe Paddy made the error on purpose.) Incidentally, after 17 years together they are getting married in October – best wishes to them both.

Despite the lack of an English team it was good to see some English presence in the form of Ken Wharton organiser-in-chief, Steve Layton of Hagley & District MC and his wife, Gaynor. Also, Malcolm Livingstone's sister, Lin Mackenzie and her niece, Emma Trevaskis.



Emma, Lin & John



Gaynor, Steve & Roger

On Sunday they were joined by Mini Saloon and Nova supremos, Roger

Holder and John Moffett respectively. The latter was suffering a mobility deficit, thanks to a fall from a Trials bike a couple of weeks previously and was on crutches. The mishap resulted in a broken fibula in his right leg which complemented nicely his similar left leg misadventure following an uncontrolled descent from the roof of his AA van.

Trevor Athey didn't even get going on the Saturday when his Striker's engine made terminal noises as he was taking it off the trailer. His consolation prize was a double-drive in Alan Coyle's Mini Special on Sunday, though it took him quite a while to revive his front-wheel drive memories. (When you are hitting 40, this sort of exercise becomes even more challenging.) Declan Lennon wondered who was going to re-build Alan's gearbox after Trevor's endeavours.

Norman Ferguson was best Reserve.



Norman flaunts his blue corduroy cap

I am sure his blue corduroy cap was the same one I remember seeing at the last International Trophy Autotests I attended in the Dublin Sport Hotel, Leopardstown Racecourse and the RDS in the mists of time. If you buy quality it certainly lasts. While Ronnie was willing the event to succeed from the highways of France, his twins, Jason & Shane, along with their friends, Darragh & Stephen, forewent their Junior Cert. studies to provide Trojan assistance.



Ronnie's henchboys, Darragh, Stephen, Shane & Jason

Needless to say, Linda was press-ganged into service as well. Thanks to her the marshals were well nourished at lunch time. Even fussy Felix's needs were satisfactorily catered for.

Eamonn King had worked his usual magic in drumming up ads for the programme and President Joe had, as ever, come up with a very attractive production.

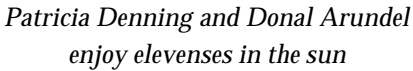
Felix operated his computer to good effect and kept everybody up to date with the situation as it evolved.

Very few from Saturday appeared on Sunday but those who did turn up enjoyed the four tests on offer.

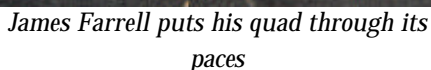
A novelty for me was triple-driving. Piers MacFheorais was sharing his lovely Starlet with Trish Denning and Donal Arundel.



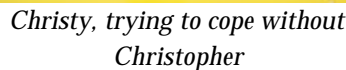
Piers MacFheorais's claims his cunning exhaust system (yes, that is the front wheel) not only saves weight but also gives the car a more favourable weight distribution



The aforementioned JJ was accompanied by the lovely Carol and James, on his electric tractor.



“Like father, like son” - Christy & Christopher Grimes



In between the two autotests the Hewison Championship Prize Giving took place in the Citywest Hotel – a good night was had by all.

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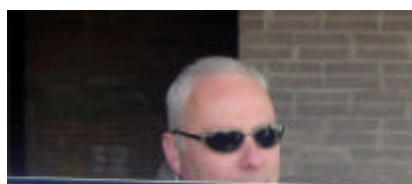
Some more snaps from the weekend



Guy Foster points dad, Trevor, in the right direction



Scary marshals, Eoin O'Curry & Declan Lennon



Piers MacFheorais maintains a low profile



Bill White & Jack Cunningham have been listening to the weather forecast



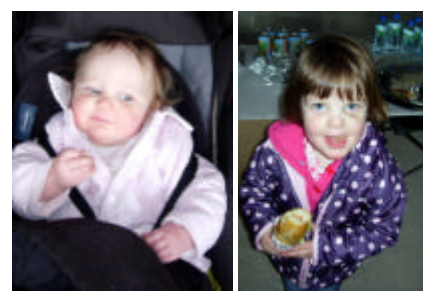
Eamonn King ponders how to effect a rapprochement between Felix and Paul Blair



Liam Cashman finally accepts that his physical faculties are waning as he approaches middle-age and splashes out on a power-steering unit



Sheila almost Power polishes the Cup as wishful thinker Liam Cashman looks on



Zoe & Emma Byrne take on fuel

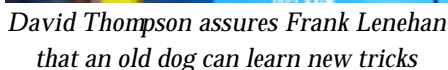
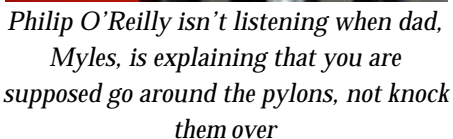


Vincent Fagan & Joanna Lenehan enjoy a tittle



JJ invalidates the event insurance

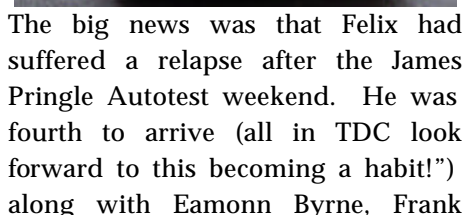
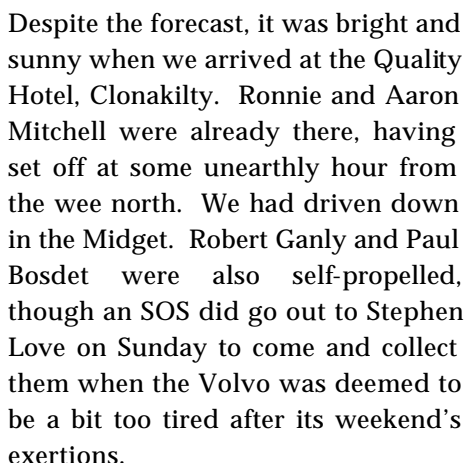
15th/16th/17th May



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A man with short dark hair, wearing a green button-down shirt, is sitting in the driver's seat of a red car. He is smiling at the camera. The car has a black roof rack and a black seatbelt. The background is a plain, light-colored wall.

Prior to the start most people had a bite to eat in the hotel bar. This resulted in an exceptional episode when Frank Lenahan declared his steak to be “OK”. Normally, if asked which sauce he would like, Frank inquires of the waiter as to what might be wrong with the steak that it needs an accompaniment. “OK” represented a rare commendation. He had salmon on Saturday evening on the grounds that he couldn’t get lucky two days in a row. Another culinary aside on Friday was the revelation that Robert Ganly (below) cooks the best cabbage in Ireland. I hasten to point out that it was Robert

himself who revealed this. I will spare you the details but I am confident that he will be only too willing to outline the procedure in intimate detail should you be foolish enough to bring up the subject with him.



Still on the subject of food, some more useless information – to wit, Cath Woodman, Alan Dorman and Joe Reynolds are vegetarians. There may be more among us. If so, let me know and I will “out” them in a future issue.

I was at the start of Friday's second test with Paul Bosdet and remarked that it seemed to be quite long. Bozzie said that it wasn't – it was just the way Dermot was driving it. It became apparent at this test that there might be a Ronnie Griffin pretender – perish the thought. A rather frayed Avenger was being conducted with Rocket-like enthusiasm. It turned out that the pilot was the 2006 Billy Coleman Young Driver Award winner, Owen Murphy. Owen is taking part in the Evo Challenge in the UK this year but persuaded his dad to let him have a spin in the Avenger. He seemed to enjoy himself and those watching certainly shared in his enjoyment. He is a big guy but his most outstanding feature is a striking two-tone hairstyle. Apparently, he was bored while waiting for one of his UK rallies to start. He went into a hairdresser and suggested that the colourist be as creative with her endeavours as she liked. You certainly can't miss him.

Friday's fare was pretty straightforward – it must have been, as Robert Bolton & Ian McCulloch in the latter's Midget were leading at the end of it. Robert won this event more than a few years ago with his son, Steven, in the Hornet. When Steven retired, Rob took Ian back but it's been a while since they were top of the leader board. Saturday proved to be more challenging and they assumed their rightful place in the lower half of the top ten.



The tests during the weekend were mostly nice though some, on grippy tarmac, seemed to be too tight and convoluted for old cars. Last minute (well, two minutes) regularity instructions proved to be more challenging than usual. Less able, and indeed more able, navigators found the going tough. When this happens it can become disheartening. The last regularity on Sunday, map traces, was solved by just one navigator – well done, Cath. The drivers don't particularly enjoy the resulting confusion as they meander aimlessly around the countryside. The crew which suffered the most time-consuming mistake on Saturday's regularities was Steve Griffin / Alan Dorman. They barrelled down what abruptly transpired to be a no-goer resulting in their getting stuck. They thought they were in luck when Joe & Nikki Doran made the same mistake but more sedately.



Despite the Manta's best efforts to extricate it, the Kadett wouldn't budge. They were in the middle of nowhere but Steve heard the welcome sound of a tractor, the driver of which he prevailed upon to help. It turned out he was a member of the club and he was marshalling on the Sunday. Spooky! The tow rope broke so the tractor driver had to go off and get a chain which did the trick. They had further misfortune before the Night Nav. Alan fell on the ramp at the supper halt and did himself some damage which resulted in an uncomfortable night for him.

Saturday's night navigation section was, according to Felix, at least as demanding as any National Navigation Championship event, albeit shorter. Does it need to be thus? The pace required and the nature of the terrain to be traversed should have been less exacting. There ought also to have been an opportunity for competitors to clarify route ambiguities. Having said that, Owen Murphy & James O'Mahony did enthuse about the Night Nav, though James did remark that the Volvo was a bit low for some of the route.

Nigel Coulter had been let out for part of Saturday, albeit with the kids, and did the start of the Borlin regularity. He was also among a hardy band of spectators at the top of the Healy Pass earlier in the day. Another illustrious local, Bones O'Connor, was also about on Saturday sporting a very fetching pale

blue, Bing Crosby-style hat. Being Bones, he, no doubt, can sing as well as Bing. Unlike last year, when he had a child in tow, this year, he had a dog – much more manageable.

Saturday saw the almost inevitable rise to the top of Eamonn & Felix, despite the latter's unhappiness with some of the proceedings.



They maintained their lead until the finish. Robert Ganly & Paul Bosdet ran them pretty close. Robert's circumspection on the Night Nav was costly. A little "off" didn't delay them too much, though Bozzie did get some mud on his clothes when the situation was being retrieved.



Robert & Paul

The Sunday map traces were four but there had been another on Saturday night. Bozzie made a difficult puzzle even more so when he added this to the four when attempting to work out the Sunday route. Cath Woodman's final regularity genius wasn't sufficient for her to overtake Robert/Bozzie, so she and Frank had to settle for third.



Frank

Steve & Alan were fourth.



Incidentally, like many of the more able navigators, e.g. Felix, Alan is a competent autotester.



Dermot Carnegie & Kevin Savage knew they were no longer in contention when Felix stopped asking Kevin for their times. They certainly deserved to be the centre of attention with Dermot's beautiful Alfa. The left-hand drive-ness of it didn't seem to affect his performance on the tests. On the regularities, he reported that he had a couple of close shaves with locals – well, actually Kevin had the close shaves! Joe Reynolds & Vincent Fagan completed the top six. Strangely they weren't penalised for missing a number of time points near the end of the Night Nav.



Joe

When Vincent was asked had he let the results crew know about this he suggested that it was up to them to discover it – "morals have nothing to do with it". Joe was not entirely happy with this attitude and said that while he might have been sharing the car with Vincent, he wasn't sharing a room.

Owen Murphy & Diarmuid O'Donovan were best of the locals in seventh.



Diarmuid

Robert Bolton & Ian McCulloch were next. Ian confessed to pondering one of the regularity conundrums for quite a while before "copping on" and Dermot wondered what a picture of Ian "copping on" might look like. James O'Mahony & Paddy McDonnell were a creditable ninth, given that the Halda wasn't working for almost the whole weekend. Owen Whelan & Joanna Doran were vying with Patricia Denning and Jo McAllister for tenth place and first in the Starlet class. It was still in the balance before the last test at Keohane's gravel pit. Owen put in a good time in his Starlet.

TDC Turbine



Joanna



Trish & Jo



Trish's Starlet

Debutante, Trish, didn't look to have gone quickly enough. We will never know, as the watch hadn't been activated so she had to go again. As this was a blind test she now had an even better chance. I comforted Owen with, "it's only a game". He was not impressed and opined that "everyone enjoys a game but its better when you win". In fact, Trish fell just short. She had impressed all in her maiden run, not least the experienced Jo, whom she had recruited to guide her around. That was her best decision regarding the event. They probably would have beaten Owen/Joanna but for drowning out on the Night Nav and dropping 15 minutes. Piers MacFheorais, who had put the car together, hadn't realised that waterproofing the engine was a pre-requisite. In fact, Piers, who was in attendance, was quite smitten, to the extent that he might be tempted to

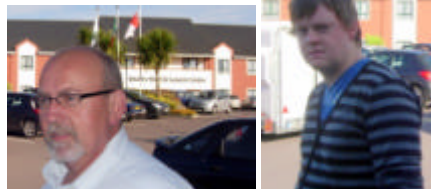
claim the car for the IMRC event in September. Joe & Nikki Doran were eleventh after no major dramas, though Joe did lose what had been left of his spoiler after the TDC Retro.



Johnny Keneally and experienced local man, Ken Carmody, were next in their Vectra.



Ronnie & Aaron Mitchell burst the sump of their Glbern on the Night Nav.



Ronnie & Aaron

They managed to get back to the hotel whereupon they headed back out with their trailer and retrieved the car. They took off the sump and brought it to a local welder at 9.00 a.m. on Sunday morning where, what transpired to be three holes, were patched up and they were able to get going again. For their perseverance they were awarded the Spirit of the Rally award. David Ronaldson & Peter Murphy were next. The Elf's electrics lasted the pace which is more than can be said for the passenger door which decided to take the A-panel with it when Peter tried to get in and out.



Trish Denning's Starlet & David's Elf

They deserved an award just for finishing but in fact were 1st in class with the only other "Mini" being that of Eamonn Byrne who, of course, won. Bringing up the rear was the Mk 1 RS2000 of Noel Ferriter & Brian O'Connell.



Noel & Brian

I am not surprised that they took it easy given the immaculate condition of the car.



Trevor & Eoin

The better of the tourists was the Audi A4 of Trevor O'Callaghan & Eoin Longworth, not far ahead of Michael Lynch & Ian O'Brien's Vectra.



Michael & Ian



Efficiency was allied to common sense at all times. Billy also had two able assistants, Ross O'Mahony and Johnny Casey who he is grooming for future stardom on the organisational front.



Billy is to be congratulated on a well organised, well marshalled event. It's a shame that so few chose to avail of the entertainment.

CORK M C WEST CORK CLASSIC
RETRO AT CLONAKILTY, CO
CORK (ROUND 2 OF
AUTOSTATION IRISH RETRO
CHALLENGE):

- Class winners:
David Ronaldson/Peter Murphy
(Riley Elf), Robert Ganly/Paul Bosdet,
Dermot Carnegie/Kevin Savage,
Frank Lenahan/Cath Woodman,
Owen Whelan/Joanna Doran (Toyota
Starlet), Trevor O'Callaghan/Eoin
Longworth (Audi).

Some more snaps from the weekend



Ronnie will not be happy with the orientation of that spotlight cover



Paul Bosdet may not have a towering physique but he does have a towering intellect



Frank delves deeper



Johnny Keneally gets some local advice, while Alan Dorman ignores them



Kevin Savage & Vincent Fagan shelter during a test



Liam & Donncha Hayes, Robert Bolton & Owen Doran have their attention attracted



Refuelling in Skibbereen



Frank Lenehan inspects Piers MacFheorais's handiwork in Trish Denning's Starlet



Jo McAllister explains the test diagram to Richard O'Mahony



Steve Griffin leads a group therapy session



Dermot Carnegie is assailed by water on all fronts

TDC Turbine



Nikki Doran, Kali & Stephen Love



Vincent Fagan & Paul Bosdet contemplate the Night Nav route



Almost hatched



Joe Reynolds liberates his BGT from its trailer



The butterfly's heart



Alan Dorman begs for forgiveness



One of the butterfly's wings is damaged during the Night Nav



Waiting in orderly fashion at a regularity start



Ken Carmody looks a bit bleary-eyed



Noel Devlin & Michael Daly were let out occasionally, Michael more so than Noel, as he did quite a bit of STOP sign duty



Steve Griffin, Eamonn Byrne & Dermot Carnegie indulge in some psychological warfare



The butterfly begins to emerge from the chrysalis

TDC Turbine

**HEWISON AUTOTEST
CHAMPIONSHIP 2008/09
Final Results**

1 Eddie Peterson (Mini Special) 288 points, (champion for fifth year in a row)



- 2 Steven Ferguson (Mini Special) 281,
- 3 Eamonn Byrne (Mini) 274,
- 4 Paddy Power (Mini Moke and Mini Special) 250,
- 5 Chris Grimes (Mini) 244,
- 6 Sam Johnston (Mini Special) 227,
- 7 Robin Lyons (Mini) 212,
- 8 Daniel Byrne (Mini) 206,
- 9 Paul Phelan (Mini Special) 203,
- 10 Steven Bolton (Westfield) 195.
- 11 David Thompson (Nova) 186,
- 12 Liam Cashman (Starlet) 174,

Class winners:

Chris Grimes, Paddy Power, Steven Bolton, Liam Cashman, David Thompson.

Novice class (Europa Cup):

1 Alan Coyle (Mini Special) 100
(Novice champion),



2 Guy Foster (Mini) 91,
3 Trevor Athey (Starlet and Striker)
67,
4 John McAssey (Starlet) 58,
5 Ger Lawlor (Starlet) 42,

6 Terry Power (Mini Special) 36.

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Next Club event is a
beginners' autotest on
Wednesday, 24th June



Bandon Mart – Owen Murphy is on the left



Vincent Fagan & Joe Doran pretend to be friends

TDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTDCTD



Rocket Ron, managing the International Trophy Autotest from afar



Trish graciously agreed to share this piece, which she wrote for the website, with the readers of the Tribune.

You will find her refreshing writing style a welcome relief from the foregoing.

It all started three weeks ago in Mondello when I heard, 'Miss Denning, if I found you a navigator would you do the West Cork Retro Rally?' Who was it only Eddie Fitzgerald with a very large grin on his face. 'You must have some sort of car at home that would be suitable'. Phone calls were made and a navigator in the form of the very competent Jo McAllister was located. The next job was to find a suitable car and I sheepishly asked Piers if I could borrow the Starlet he was going to build for multi-venue events. 'No problem at all' was the reply. There was just one other small request. 'Could you build it in three weeks?'

I read up as to what exactly a Retro Rally is and it appeared to be made up of different challenges including some Autotests and Regularities. There was also a section called a Night Navigation, which seemed to involve driving at approx. 30 mph! The thoughts of driving around West Cork in an '85 Starlet at night @ 30 mph with no CD player or heater didn't exactly send me into a flurry of excitement, However, I had heard they were great fun so I thought I would give it a go. I believed that all you need to get started at retros was a Brantz tripmeter and a good interior light for the navigator!

The next two weeks passed very quickly with numerous visits to various motor factors, Carroll & Kinsella etc. etc. After endless discussions and phone calls about hydraulic handbrakes / tyres / brake pad compounds / spot lights etc., the big day dawned. The car was deemed ready to go and I set off in high spirits for a shake-down in Sally Gap on Friday morning. It seemed to be holding together very well. I didn't hit anything and nothing fell off so I felt this was a very good sign indeed. I did, however, receive some very odd looks from my neighbours as they are not accustomed to seeing me in an '85 Starlet with a roll cage and a set of harnesses. Well let's be honest here, it's hardly an object of beauty is it?

The event began on Friday evening in Clonakilty with a couple of autotests and then a night regularity, which involved going round small lanes and farmyards. It was then I began to realise that trying to drive at 30 mph was harder than I imagined, but the penny was starting to drop and I was beginning to appreciate why everyone had been telling me it was great fun. The eagle-eyed Dermot Carnegie spotted a well beaten-up Starlet in the yard at Test 1 and suggested that we could use this to salvage a few panels should we have any close encounters with any trees or walls during the weekend. Thankfully we didn't need to make any return visits for bits but I'll bear it in mind for next year.

Saturday morning started off with a test on wet grass and I learnt that it's very slippery, a couple more regularities and some nice tests on the loose which were great fun altogether and a break before the much anticipated Night Nav. I had no idea as to what to expect but I was assured that it would be very enjoyable; I innocently presumed it would be something similar to the previous night. Jo and I set off and I soon began to realise what all the commotion was about. We were in through farmyards, up narrow lanes, down dirt tracks, through streams, the list was endless. We were even in a field with a herd of cattle looking on. Jo and I are both demure Dublin ladies and driving round fields in the dark is not the norm on a Saturday night! The little Starlet was like an agile terrier up and down hills / lanes etc. and it took whatever we threw at it in its stride with no complaints! We did, however, go through a water splash a bit quickly and the car started to misfire, eventually coming to a stop for a short rest. Luckily, we did get going again. I didn't realize, beforehand, the pace that the Night Nav would be run at. Full praise to Jo who gave me clear instructions, which in turn gave me great confidence to push on and up the pace, knowing what way the road ahead was veering. I can report that the sump guard was fully tested and has passed quality control with flying colours. The locals told me that this type of sump guard testing is called 'surfing the road'. Meanwhile Joe Doran decided the aerodynamics at the front of his Manta were not up to scratch so he cleared the front of his car of the lower front spoiler to aid airflow! He is not sure when or where he did this but I believe it gave him better top-end speed. Sunday morning dawned and by this stage I was growing very fond of 'my' little Starlet and after a quick wash we were off again for more tests and regularities and, again, it never missed a beat. The whole weekend was just fantastic fun; the highlight for me by a long way was the Night Nav.

Continued...

Congratulations to Eamonn Byrne and Paul Phelan who were first home followed closely by Robert Ganly and Paul Bosdet with Frank Lenehan and Cath Woodman taking the third spot. Eamonn's mantelpiece must be creaking at the seams at this stage! Congratulations also to Owen Whelan and Joanna Doran who had a stormer all weekend to win our class.

Piers deserves a big thanks for building my (?) car in such a short time and also thanks to Jo for sitting with me. Thanks to Damien Phillips for helping out with the wiring and the headlights, which came in very useful at night! Also many thanks to the Rocket for the loan of his Brantz and his kind words of advice 'Just drive it like you stole it'.

I would also like to thank Cork Motor Club and all the marshals and timekeepers for all their hard work and for putting on such a wonderful event.

One quick question 'When is the next one?'

[illegible]

JJ's Multi-Venue Autotest

Avail of the opportunity to enjoy the magnificent Meath / Louth scenery as you travel from one yard to another.

After all your driving limitations have been exposed by the tests, the grand finale is a bounteous barbecue in Beaulieu. No matter how badly you fared during the day, you will go home happy.

The surfaces used are, for the most part, smooth and transmission friendly so you can bring out your pride and joy confident that any suffering it might sustain will be entirely down to you

This well-regarded event will take place on Sunday, 5th July, Beaulieu, Drogheda.

Those of you who have seen me taking photographs will have noticed my rather scatter-gun approach. I am inclined to just point and click. I don't keep a note of who/what the subjects have been. There are two major ramifications with this approach. Firstly, many of the images are not worth reproducing. Secondly, I discover, too late usually, that I don't have a photo of one or more worthies.

If you get the impression that you have been left out, don't take it to heart - it's just a result of my random incompetence.

Ian